

CLAIMS

5 1. A method for processing information output by a primary flight equipment mounted on board an aircraft, in a form sampled at a first rate with a view to being delivered after processing, to a flight conduct system of the aircraft, in a form sampled at a second rate lower than the first rate, wherein the samples of information output by an item of primary flight equipment are submitted to an anti-noise digital filtering carried out at the first sampling rate.

10

2. The method as claimed in claim 1, wherein the anti-noise digital filtering is an anti-aliasing filtering disabling the frequency components higher than half the second sampling rate.

15

3. The method as claimed in claim 1, wherein the anti-noise digital filtering is an anti-aliasing filtering disabling the frequency components lower than half the first sampling rate.

20

4. The method as claimed in claim 1, wherein the anti-noise digital filtering is an anti-aliasing filtering disabling the frequency components higher than half the second sampling rate and those of frequency lower than half the first sampling rate.

25

5. The method as claimed in claim 1, wherein the anti-noise digital filtering is a first-order low-pass filtering.

6. The method as claimed in claim 1, wherein the anti-noise digital filtering is a second-order low-pass filtering.

30

7. The method as claimed in claim 1, wherein the anti-noise digital filtering is a low-pass filtering of Butterworth type.

8. The method as claimed in claim 1, wherein the anti-noise digital filtering is a bandstop filtering of Butterworth type.

35

9. The method as claimed in claim 1, wherein, when the processed information originating from a primary flight equipment is affected by noise exhibiting energy spikes, the anti-noise digital filtering is a filtering with stopbands corresponding to the energy spikes of the noise.

5

10. The method as claimed in claim 1, wherein the anti-noise digital filtering is a filtering with sliding average operating on several samples.

11. The method as claimed in claim 1, wherein the anti-noise digital filtering implements a transfer function dependent on the flight configuration of the aircraft.

12. A device with redundant architecture with two parallel lines for the processing of signals from primary flight equipments mounted on board an aircraft, said signals being available at a first rate, in a sampled form and as several versions and intended to be delivered after processing, still as several versions, to a flight conduct system of the aircraft, in a form sampled at a second rate lower than the first rate, wherein it comprises, at the head of each line, following a multiple buffer memory, a multiple anti-noise digital filter filtering in parallel the various available versions of signals from primary flight equipments and operating, like the multiple buffer memory at the first sampling rate.

13. The device as claimed in claim 12, wherein the multiple anti-noise digital filter is an anti-aliasing filter disabling the frequency components higher than half the second sampling rate.

14. The device as claimed in claim 12, wherein the multiple anti-noise digital filter is an anti-aliasing filter disabling the frequency components lower than half the first sampling rate.

15. The device as claimed in claim 12, wherein the multiple anti-noise digital filter is an anti-aliasing filter disabling the frequency components higher than half the second sampling rate and those of frequency lower than half the first sampling rate.

16. The device as claimed in claim 12, wherein the multiple anti-noise digital filter is a first-order low-pass filter.

5 17. The device as claimed in claim 12, wherein the multiple anti-noise digital filter is a second-order low-pass filter.

18. The device as claimed in claim 12, wherein the multiple anti-noise digital filter is a low-pass filter of Butterworth type.

10

19. The device as claimed in claim 12, wherein the multiple anti-noise digital filter is a bandstop filter of Butterworth type.

20. The device as claimed in claim 12, wherein, when the
15 processed information output by a primary flight equipment is affected by noise exhibiting energy spikes, the multiple anti-noise digital filter is a filter with stopbands corresponding to the energy spikes of the noise.

21. The device as claimed in claim 12, wherein the multiple anti-
20 noise digital filter is a filter with sliding average operating on several samples.

22. The device as claimed in claim 12, wherein the multiple anti-noise digital filter has a transfer function dependent on the flight configuration of the aircraft.

25